(b) if so, the sanctioned strength and actual strength of fire fighting personnel including jeep drivers in the fire fighting wing of CPWD as on the 1st January, 1986 and 1st January, 1989 and 1st January, 1990;

(c) the fire fighting personnel recommended by Fire Experts;

(d) the reasons for not recruiting/non-regularisation of fire fighting staff; and

(e) the emergent steps being taken to recruit fire fighting personnel and drivers as recommended by the fire Experts long back.

THE MINISTER OF URBAN DEVELOPMENT (SHRI MURASOLI MARAN): (a) to (e) The information is being collected and will be laid on the Table of the Sabha.

Enquiry Committees on Railway accidents

1821. SHRI S. S. AHLUWALIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the conduct of safety aspects in the Indian Railways is determined by the recommendations made by a Committee way back in 1961;

(b) whether it is also a fact that subsequent thereto a number of Committees, set up following major railway accidents, have also made several recommendations on the safety aspects;

(c) if so, the number of Committees so set up since 1961 onwards and recommendations of how many among them have been accepted implemented so far;

(d) whether the advanced and modernised operations of Railways have not rendered the original recommendations of 1961 obsolete; and

(e) if so, what steps are being taken to update the same?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) to (c) No such Committee was appointed in 1961 However, a Committee was set up in 1962 *viz.* Railway Accidents Committee—1962 (Kunzru Committee) to study the entire gamut of safety on Indian Railways.

Thereafter, two more high powered accident enquiry Committees *viz.* Railway Accidents Inquiry Committee—1968 (Wanchoo Committees) and Railway Accidents Enquiry Committee—1978 (Sikri Committee) were set up to study the various aspects of railway safety and suggest remedial measures.

All the Committees mentioned above made recommendations relating to various aspects of safety. The accepted recommendations of Committees have been impl. mented to the extent fessible except for 4 of the last Committee i.e. Railway Accidents Enquiry Committee—1978 (Sikri Committee), which are mainly pending due to the time-lag involved for upgrading technology and developing new technical devices.

(d) and (e) Some of the original recommendations of the old Committee of 1962 have become outdated due to developments in technology.

The Railways are aware of the critical need to conslantly upgrade the system to keep pace with the evolving technology. Induction of new technical devices forms a major plank in the strategy to improve safety on Indian Railways.